

The Hongkong Telegraph.

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庚申初月六年四十三緒光

WEDNESDAY, JULY 8, 1908

三拜禮

號八月七英曆

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CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 14,130,000

Head Office—YOKOHAMA.

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HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
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TAKAO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID-UP GOLD \$3,350,000
ABOUT MEX \$7,322,222
RESERVE FUND GOLD \$3,350,000
ABOUT MEX \$7,322,222

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BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTRY BANK, LTD
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at
the rate of 2% per annum on daily balances and
accepts Fixed Deposits at the following rates—
For 12 months 4% per cent. per annum.
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No. 9, Queen's Road Central,
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W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

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THE UNION OF LONDON AND SMITHS
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THE Bank buys and sells and receives for
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INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
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Fixed Deposits 12 months 4% per annum.
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J. L. YAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [26]

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HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager.

Hongkong, 11th June, 1907.

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Lunch Meets all Steamers.

Special Terms for Tourists and Parties of Families.

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FOR STEAMERS TO SAIL ON

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Hongkong, 4th July, 1908.

Intimations.

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COLLARD - - - - - \$175
HAAKE - - - - - 175
ROSENKRANZ - - - - - 175
RUSSELL - - - - - 250
IRMLER - - - - - 250
STEINWAY - - - - - 250
ALLISON - - - - - 300
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ALL HAVE BEEN THOROUGHLY OVERHAULED, TUNED AND REGULATED

Steinway - - - - - Semi-Grand.
Pleyel - - - - - Do.
Winkermann - - - - - Baby Grand.
Collard - - - - - Do.

LANE, CRAWFORD & CO. [28]

V. O. S.

AND

EXTRA SPECIAL FINEST

LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

16, Queen's Road Central.

Hongkong, 2nd July, 1908. [29]

THE SAVOY,

13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [63]

FAHST BREWING COMPANY

MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.

Agents for

HONGKONG & SOUTH CHINA

Hongkong, 2nd July, 1908.

Notice of Firm

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co

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Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,355 Tons, "FATSHAN" 2,250 Tons, "KINSHAN" 1,995 Tons,
"HEUNGSHAN" 1,995 Tons.

Departures from Hongkong to Canton daily at 8 A.M. (Sunday excepted), 10 P.M.

(Saturday excepted).

Departures from Canton to Hongkong daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing

Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00

Do. do. do. do. Monday do. \$6.00

S.S. "HOI SANG."

HONGKONG-MACAO.—Departure Thursday, 9th July, at 11 A.M.

MACAO to CANTON.—Departure Friday, 10th July, at 9 P.M.

CANTON to MACAO.—Departure Saturday, 11th July, at 5 P.M.

N.B.—On and after Monday, the 13th July, the departures of the S.S. Hoi Sang will be as follows—

MACAO to CANTON.—Every Monday, Wednesday and Friday, at 9 P.M.

CANTON to MACAO.—Every Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and

Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are

lighted throughout by electricity.

EXCURSION TO MACAO.

SUNDAY, 12th July.

S.S. "HEUNGSHAN."

will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 6 P.M.

Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and

from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the return-

ing steamer from Macao.

S.S. Sui-An will leave for Macao on Saturday, the 11th, at 7 P.M. from Wing Lok Street

Wharf. Returning on Sunday, at 2 P.M. (Extra trip).

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

Hotels.

MACAO HOTEL.

SPECIAL REDUCED SUMMER RATES.

PER DAY..... \$4.50 to \$7.00 according to room selected.

" WEEK..... 25.00 " 40.00 " " "

" MONTH..... 50.00 " 140.00 " " "

WEEK-ENDS—SATURDAY AFTERNOON TO MONDAY MORNING \$7.00 to \$10.00.

Two Persons occupying One Room, will be charged A Rate and A Half only.

Children under 12—Half Rates.

SPECIAL TERMS FOR FAMILIES.

Excellent cooking by AN CHONG for over Seventeen Years Chief Cook with the late

Mr. J. W. OSBORNE. [1]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 54.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1908. [5]

KAMAKURA KAIHIN IN

HOTEL;

KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy

distance of Yokohama and Tokyo, will be opened during April, under European

management.

Charges moderate.

Special terms for families.

Apply—

Hongkong, 2nd July, 1908.

E. APPEL, Manager.

Hongkong, 2nd July, 1908.

Hongkong, 2nd July, 1908.

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Hongkong, 2nd July, 1908.

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

**WATSON'S HYGIENOL
AND
BUBONIC PLAGUE.**

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It is a well known fact that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided, by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea spoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

**HYGIENOL IS A POWERFUL
DISINFECTANT AND GERMICIDE.**

PRICES PER PINT50 Cents

GALLON.....\$2.00

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY.

Hongkong, 27th May, 1908.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, Kowloon House Road, and should be accompanied by the Writer's Name and Address.

(Ordinary business communications could be addressed to The Manager.)
The Editor will not be responsible for any rejected MS. or for any contribution.

SUBSCRIPTIONS (IN ADVANCE).
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Weekly—\$2.00 per annum.
The rates for carriage and post are extra.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.00 per annum is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies—Daily, ten cents. Weekly, twenty-five cents.

BIRTHS.

On June 28, 1908, at Shanghai, the wife of H. GENSCHKE, aged 49 years.

On July 1, 1908, at Shanghai, to Mr. and Mrs. J. W. TREVOR THOMAS, a daughter.

DEATHS.

On July 1, 1908, at Shanghai, RICHARD BARNUM ALLEN, aged 49 years.

On July 1, 1908, at Shanghai, HUGU WAIKORUBO, late Chief Engineer of the Chinese Merchant Steamship Navigation Co., aged 49 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 8, 1908.

SOUTH MANCHURIAN RAILWAY.

The third half-yearly general meeting of the South Manchurian Railway Company was held on 27th ult. at the Tokyo Chamber of Commerce, when the report and accounts adopted by the meeting showed the net profit for the half-year to amount to ¥2,013,995, including ¥25,901, the sum brought over from the preceding period. Of this amount ¥54,399 was placed to the legal reserve, ¥400,000 placed to the special reserve, ¥97,990 paid as bonuses and against "social expenses" of the officials, ¥60,000 will be distributed as a dividend to shareholders (exclusive of the Government), equal to 6 per cent. per annum, and the balance of ¥1,600,496 is to be carried forward. In the course of the proceedings at the meeting, Mr. Takada Teisaburo made inquiries as to the prospects of the company. In reply, Baron Goto, the President, said that when the company was floated three estimates of profits were drawn up—one by the Army Railway Corps, one by the promoters of the company, and one by the Finance Department. It was noteworthy that the estimate of the Finance Department was highest. The result of the working in the past year was more satisfactory than had been expected, and as a matter of fact the receipts showed an excess of not less than ¥700,000 over the highest estimate made. It was impossible, however, to say anything with precision as to future profits before the lapse of three years, when an estimate of the working of the company might be made. In the course of the proceedings, Baron Goto made the following further remarks for which we are indebted to the columns of the *Japan Chronicle*:—At the outset, when the company took over control of the Pashan coal mine, the cost of output per ton was ¥4.20, but as a result of various improvements it has now been reduced to ¥2.50. There are some people who take the company to task for not carrying on coal mining on a larger scale. It should be remembered, however, that not only must a plentiful supply of coal tend towards the lowering of price, but in the present transport capacity of the railway it is unable to carry a much larger quantity of coal. With regard to the purchase of rails and other materials for the broad-gauge track, offers for their supply were sought from all countries of the world. It was found, however, that the United States was the only country which was prepared to deliver the goods ordered within the last fiscal year. That was the reason why the order went to America. There was some hitch in the fulfilment of the order, and for a time it was feared that traffic on the broad-gauge track would not be begun by the end of June as had been arranged. However, owing to the great efforts made by all members of the staff, the broad-gauge was opened to traffic on May 25th, thirty-five days earlier than anticipated. Here I may refer to the censure directed against the business policy of our company by some people just as they attack the Government's policy in Manchuria. They allege that the Japanese Government adopts an exclusive policy in Manchuria, and that our company is assisting the Government in this matter. Nothing, however, is farther from the truth. The Government is following the open-door principle in Manchuria, as will be seen from the establishment of a sort of an Investigation Bureau in the Liaotung Administration Office, where available information regarding the natural resources, etc., of Manchuria will be supplied to all irrespective of nationality. It is the earnest wish of the Government as well as of our company that as many foreigners as possible should be attracted to Manchuria for the exploitation of its natural wealth. As yet people travelling in Manchuria have of necessity to put up with much inconvenience and discomfort, but in this respect our company is doing all in its power to introduce improvements as quickly as possible. Further, it is intended to effect a connection with the East China Railway line, as this will be to the mutual convenience and interests of the companies, and this, it is believed, will become an accomplished fact before very long.

factory than had been expected, and as a matter of fact the receipts showed an excess of not less than ¥700,000 over the highest estimate made. It was impossible, however, to say anything with precision as to future profits before the lapse of three years, when an estimate of the working of the company might be made. In the course of the proceedings, Baron Goto made the following further remarks for which we are indebted to the columns of the *Japan Chronicle*:—At the outset, when the company took over control of the Pashan coal mine, the cost of output per ton was ¥4.20, but as a result of various improvements it has now been reduced to ¥2.50. There are some people who take the company to task for not carrying on coal mining on a larger scale. It should be remembered, however, that not only must a plentiful supply of coal tend towards the lowering of price, but in the present transport capacity of the railway it is unable to carry a much larger quantity of coal. With regard to the purchase of rails and other materials for the broad-gauge track, offers for their supply were sought from all countries of the world. It was found, however, that the United States was the only country which was prepared to deliver the goods ordered within the last fiscal year. That was the reason why the order went to America. There was some hitch in the fulfilment of the order, and for a time it was feared that traffic on the broad-gauge track would not be begun by the end of June as had been arranged. However, owing to the great efforts made by all members of the staff, the broad-gauge was opened to traffic on May 25th, thirty-five days earlier than anticipated. Here I may refer to the censure directed against the business policy of our company by some people just as they attack the Government's policy in Manchuria. They allege that the Japanese Government adopts an exclusive policy in Manchuria, and that our company is assisting the Government in this matter. Nothing, however, is farther from the truth. The Government is following the open-door principle in Manchuria, as will be seen from the establishment of a sort of an Investigation Bureau in the Liaotung Administration Office, where available information regarding the natural resources, etc., of Manchuria will be supplied to all irrespective of nationality. It is the earnest wish of the Government as well as of our company that as many foreigners as possible should be attracted to Manchuria for the exploitation of its natural wealth. As yet people travelling in Manchuria have of necessity to put up with much inconvenience and discomfort, but in this respect our company is doing all in its power to introduce improvements as quickly as possible. Further, it is intended to effect a connection with the East China Railway line, as this will be to the mutual convenience and interests of the companies, and this, it is believed, will become an accomplished fact before very long.

LOCAL AND GENERAL.

Two bridges on the railway between Hankow and Peking have been destroyed by the rains. No communication with the Capital is possible before the end of five days at the earliest.

The outside dyke of the town of Shai (Hupoh) is flooded and under from one to three feet of water. Chingsoo is also flooded and its people are using sampans. The Yangtze is rising.

The Indian—Kahan Singh—who was arrested by the Water Police on board the steamer *Wakari Maru* yesterday, for deserting from the Shanghai Police Force, was charged before Mr. J. H. Kemp in the Police Court to-day. Accused was remanded.

The *Shen de China* says that the decision of the committee appointed to arrange for the construction of a police office and prison in the Avenue Paul Brunet, Shanghai, will be made known soon. The construction of these buildings will be taken in hand at once.

According to a London cable of June 27 to the *Anglo*, the Peking correspondent of *The Times* reports that large quantities of morphine are being smuggled into China. Most of it, he says, is first conveyed to Kobe, where it is transhipped without examination to vessels bound for China.

It is reported from Tokio that fourteen divers are constantly engaged in searching the hull of the sunken training ship *Matsumoto* at Mako, in the Pescadore, but that so far none of the thirty missing remains have been found. It is very difficult to ascertain the exact extent of the damage to the vessel, as her lower part is deep in the mud.

Two stowaways were found hidden on board the steamer *Nikko Maru* which reached port yesterday, and turned over to the police. The offenders—two Japanese "students"—were each fined \$50 in the Police Court to-day, for obtaining a passage to Hongkong from Japan without tickets. Up to a late hour this afternoon the fines had not been paid.

A CHINAMAN giving the name of Sze To Yung, who arrived in the Colony from America the other day on board the liner *Minatoma*, was arrested on board a Canton steamer last night for having arms and ammunition in his possession without police knowledge. Three revolvers and 672 rounds of ammunition were seized by the police. The defendant was charged in the Police Court this morning, and was ordered to pay a fine of \$50 for the offence. The money was paid.

The Russo-Chinese Bank Case.

MOTION TO APPEAL AGAINST JUDGMENT.

ALLEGED MISDIRECTION OF THE JURY BY CHIEF JUSTICE.

Mr. H. E. Pollock, K.C., who was instructed by Mr. H. J. Gedge, of Messrs. Juhnson, Stokes, and Master, made an application this forenoon, before the Full Court (comprising Sir Francis Pigott, Chief Justice, and Mr. Justice Gompertz) on behalf of the Russo-Chinese Bank for motion to appeal against a recent decision against them in favour of Mr. Li Yau Sam, a banker, residing at Nanking, and who also carries on a business under the style of the Yee Sun Yuen Kee, at 279, Des Vaux Road Central.

In this case the claim brought against the Russo-Chinese Bank by Mr. Li Yau Sam, was to recover the sum of \$41,015, being as to \$40,961.30, return of money alleged to have been paid to the bank on the 24th December, 1906, to the use of the plaintiff, and as to \$53.72 interest on the sum from 24th January, 1907, at the rate of eight per cent. by way of damages. The alleged facts of the case, as they were related at the time, were to the effect that on December 24th, 1905, the plaintiff's manager arranged with the directors of the Russo-Chinese Bank for the transmission of Tls. 30,000 to Shanghai. Plaintiff had business houses in many places in China, but the Hongkong branch was maintained almost entirely for the purpose of receiving and transmitting money for the active working branches in this part of China, such as Canton and Swatow. The business was a large one and there was transmitted to Shanghai chiefly by telegraphic transfers as much as three or four million (i.e. a year). On the day in question when the Tls. 30,000, or its equivalent, had been handed to the bank's comptroller, the latter made out the necessary papers, and deducted his commission, which was at the rate of \$1 per every \$1,000. This accomplished, plaintiff telegraphed to Shanghai announcing that he had remitted the money, and he made the usual entries in his books. Three or four days afterwards he received a telegram from Shanghai complaining that the money had not been paid, and when he went round to the bank the comptroller told him not to worry as such delays were not uncommon. Still the money was not paid and when he went to the bank again the comptroller said the bank manager would write on the matter. There being no reply forthcoming, the manager placed the matter in the hands of a solicitor, and when the bank was called upon for explanations they denied all knowledge of the matter. Shortly afterwards the comptroller informed the plaintiff that he was sorry he had treated him badly, as he had temporarily used the money, and had been surprised by the solicitor's letter. When pressed, the bank denied liability and a letter written by the comptroller was sent to the manager of the plaintiff firm in which the writer admitted appropriating the money with full intention of repaying, but tightness of money prevented him from doing so at the time. He would however raise several thousands from his friends and gave promissory notes for the balance. In flowery language he wrote of his not daring "to show his face, nor his eyes," and asking the plaintiff who belonged to a "rich and noble family" to consent to the arrangement which he proposed and lay up a store of good deeds. Plaintiff declined to have anything to do with this arrangement, and looked to the bank for payment.

The action lasted a few days, and finally the jury returned a verdict of 5 to 1 in favour of the plaintiff.

The grounds given by Mr. Pollock in his application for the appeal were these:—That the judgment was based on the evidence on the ground that a jury would not be warranted, upon the evidence, if properly directed, as to the issues and as to the law, in finding a verdict for the plaintiff, or in default of the above order being made, the verdict which was obtained on the trial of this action in favour of the respondent (the plaintiff) may be set aside and that a new trial may be had between the parties on the following ground:

(a) That his Honour the Chief Justice, misdirected the jury on the following points:—
1.—As to the principle of law which was laid down in the case of *Farguherson v. King*.
2.—As to the principle of the case cited by the Counsel for the defendants, namely, the *British Mutual Banking Company v. Charnwood Forest Railway Company*, 18 Q. B. D. 714, only applying to actions brought against principals for the false representations of their agent.

3.—As to the principle laid down by Mr. Justice Willes in *Barwick v. The English Joint Stock Bank, L.R. 2 Ex.*, in that he omitted to point out to the jury that Mr. Justice Willes said at page 265: "The general rule is that the matter is answerable for every such wrong of a servant or agent as is committed in the course of the service and for the master's benefit."

4.—As to the case of a receiving clerk, the Bank receiving money on behalf of depositors being analogous to the present case.

5.—Why he directed the jury as follows:—"And now, gentlemen, this I conceive to be the law—that if, in the course of business over a long period, the business has been conducted in a certain way, and if a given transaction which comes before you has been conducted in that way, then if that business has been conducted fraudulently, the plaintiff is entitled to a verdict."

6.—That the Chief Justice misdirected the jury as to the evidence of plaintiff's witness, Lau Chung Yu, with regard to the "ship Exhibit."

7.—That the Chief Justice misdirected the jury when he directed them as follows:—"The question which I shall put to you is, whether you consider that was in accordance with the

course of dealing, and whether he was in fact defrauded in that way, whether he was defrauded in the way an ordinary man would be defrauded. The way I have drafted it is this. If you think that the plaintiff went outside the ordinary course of dealing, and trusted the comptroller too much, then you must find for the defendants. But if you find that he did what he had always done, that the comptroller pretended to do what he had always done in such a way as not to excite the plaintiff's suspicions, that there was in the course of dealing no knowledge conveyed to him that other things were necessary which the comptroller did not do, but pretended to do, as, for example, the simple case of seeing the manager, then you must find for the plaintiff."

8.—In directing the jury that the bank's liability was affected by a consideration of the question as to whether the bank had or had not taken adequate precautions to protect a customer against a fraud by the comptroller.

9.—In putting the following question to the jury, namely, "Did the bank put the comptroller in such a position that he could pretend to the plaintiff that he had the necessary authority to receive money; and, if so, did plaintiff believing he had that authority, hand over the money to the comptroller in that belief?"

(B) That his Honour the Chief Justice was wrong in refusing to leave the jury the following questions which were submitted by defendants' Counsel, viz.—

(1)—Was the defendants' comptroller authorized by the defendants to enter into exchange contracts without first getting the rate of exchange fixed by the defendants' manager?

(2)—Did the defendants' comptroller in fact get the rate of exchange fixed by the defendants' manager before entering or purporting to enter into the exchange transactions in question with the plaintiff's agent—Lau Chung Yu?

(3)—Did the plaintiff's agent, Lau Chung Yu, believe that the defendants' comptroller had power to enter into exchange contracts without first getting the rate of exchange fixed by the defendants' manager?

(4)—Was the defendants' comptroller, in entering or purporting to enter into the exchange transactions in question, acting for the benefit of the defendants or for his (the comptroller's) own benefit?

(5)—Did the defendants' comptroller receive the sum of \$10,961.30 from the plaintiff's agent, Lau Chung Yu? If so, did he receive it for the benefit of the defendants, or for his (the comptroller's) own benefit?

(C)—And that the verdict of the jury in favour of the plaintiff might have been influenced by the said misdirections of the Chief Justice and by his refusal to leave to the jury the above questions.

Mr. Pollock then proceeded to address the Court at length, citing authorities as he went along to strengthen his case. He said it was obvious that their Lordships had power to grant the appeal asked for. He submitted with respect that the questions which had previously been asked to be put to the jury were questions which involved material points. He thought it was clear from the evidence that the bank's comptroller was simply acting fraudulently for his own purpose, having no money to meet pressing liabilities of his own. Whatever aspect the transaction might have presented to the plaintiff's manager at the time, the learned judge and jury could only have come to one conclusion—that was, as a matter of fact, the bank's comptroller carried through this matter and pretended to make an exchange contract, and received the money for his own private purposes. Mr. Pollock submitted that the bank could not be held liable in such a case, broadly upon the ground that the principals could not be held liable for any wrongful act committed by an agent, or servant, because the agent was not acting for the principal's benefit.

Counsel went on to explain the difference between a bank's comptroller and a bank clerk. The difference, he said, was great. A bank clerk was there to receive money for the bank and no one else, whereas it was different with the comptroller, whose outside business was somewhat large, and the money which was paid through him was for the bank rather than for the comptroller's own private business. In conclusion, Mr. Pollock stated that certain points in the Chief Justice's summing up influenced the jury in returning such a verdict.

Mr. M. W. Shide, instructed by Mr. C. E. H. Beatty, of Messrs. Wilkinson and Grist, for the respondent, argued mainly on the authorities cited by Mr. Pollock, after which, Their Lordships reserved judgment.

A CHINESE seaman, who was at one time employed on board the Hongkong and Kowloon Wharf and Godown Company's steam launch *Peking*, and who on the 22nd ultimo left the service without giving a month's notice, was arrested yesterday on a charge of absconding himself from duty. Defendant pleaded guilty to the charge, giving as his excuse that he had to go home on business. The Court ordered him to return \$3 of his wages, which he had received before his departure from the Colony, to the Godown Company. Mr. T. W. Robertson, superintendent engineer, presided.

The proprietors of opium houses in the International Settlement, Shanghai, are evidently bent upon "making hay while the sun shines." It is reported that since the closing of twenty-five per cent. of the houses on the 1st instant, the owners of the remaining houses have increased the price of opium. The reason is obvious—while the number of holders of licenses to retail opium is decreased by twenty-five per cent., the demand for opium and the number of customers remains approximately the same, and the licensees, with a maximum of eighteen months and minimum of six months in which to carry on their present occupation naturally wish to make the most of their opportunity.

West River Floods.

THE AL FRESCO FETE.

GOVERNOR TO OPEN THE BAZAAR.

The Hongkong subscriptions yesterday amounted to \$124,500 and if the Saigon and Singapore remittances are added the total is \$137,000. This sum received a magnificent accession last evening and to-day by the following remittances from abroad:—

Oakland, (California) Chinese, \$5,000 through the International Banking Corporation.
The Chinese in Kampar, Straits Settlements, \$4,000 through the Chartered Bank of India, Australia and China.

From the *Sai-yat-pu* newspaper in San Francisco \$1,200.

From the Tien Wah Hospital in Bangkok, \$6,000 through the Hongkong and Shanghai Banking Corporation.

The total collections now represent over one and a half lakh of dollars.

We are informed that U.E. the Governor, Sir Frederick Lugard, has graciously consented to open the Bazaar on Friday next, the 10th inst., at 2.30 p.m. The bazaar commences each day at 2 p.m. and will remain open till 2 o'clock the following morning. The committee begs to acknowledge, with thanks, the following gifts and donations:—

Messrs. Shawan, Tomes & Co., a large assortment of miscellaneous articles comprising Mumm champagne, claret, etc.; several coils of rope (from the Rope Company); 3 cases cement (from the Green Island Cement Company).

British-American Tobacco Company, 25,000 Woodbine 10s packets, 15,000 Pirate 10s, 50,000 Sunflower 10s, 50,000 Ragby 10s, 50,000 Rosette 10s, and 1,000 cigarette cases.

Dr. Voretch (German Consul-General), 1 beautiful fruitplate (Crown K.P.M. mark).

Mr. J. J. Leira (Portuguese Consul), an assortment of miscellaneous articles.

Hongkong-Merchants' Agency, a large carpet, 1 case Neave's infant food, 2 toilet sets, 1 dozen milk jugs and 1 dozen vegetable dishes. Messrs. Harry Wicking & Co., an assortment of perfume, 1 case cream, 2 boxes Placitol, 1 case Nestle's milk food, 20 cases Sunlight soap.

The French Convent, a large assortment of needlework, etc.

Mr. D. Dorabjee (King Edward Hotel), 4,000 cakes.

Cassum Ahmed, 130 yards silk ribbon at cost price.

Messrs. Sander Weiler & Co., 1 case (50 dozen) soap.

Gifts from Chinese too numerous to mention in detail.

Messrs. A. S. Watson & Co., 2 large lots of miscellaneous goods, and too dozen aerated waters.

Mrs. E. S. Kadoorie, \$10.00, to be invested in articles to be sold at the bazaar.

Mrs. Cheuk Mok Sze \$5.00, ditto.

Fairies Girls School, an assorted collection of fancy needlework, comprising 27 articles.

Mrs. Fung Shiu Wa, an assortment of needlework, and sweets.

Connaught Aerated Water Factory, as much aerated waters as can be disposed of during the bazaar, also the loan of glasses and attendants.

Messrs. Arnold, Karberg & Co., 4 dozen Florida water, and 9 straw hats.

Tin Yin theatrical troupe (from Canton), 7 days and 7 night performances free of charge.

The Yun Nook Yin Band, free performances throughout the series of fets.

Mr. Lai Ching Hia, tea, coffee, milk, sugar biscuits, and cups and saucers, for the 7 days and 7 nights.

Nine-matched firm, erecting masts and scaffolding free of charge, which means a contribution of \$500.

Messrs. A. Ross & Co., 212 tins butter scotch, 5 cases Florida water, 5 cases almond syrup, 9 cases Chinese cakes, 14,000 cakes.

Eight furniture stores, loan of 1,000 rattan chairs.

Mr. Kwong On Wah, to rolls of fancy matting.

Messrs. Grossman & Co., 1 lot of supplies.

Messrs. Poon Lai Fook and 5 others, 1 lot of miscellaneous articles.

Messrs. W. G. Humphreys & Co., 100,000 cigarettes (which will be supplemented if disposed of) and groceries of sorts, as much as can be disposed of.

Mr. Kwan Tai, 1 lot of miscellaneous articles, (64 dozen in all).

Mr. See Wo, a large assortment of drapery, etc.

Mr. Tak Ching, ditto.

Mr. Man Loong, 100 tins of preserved fruits.

Messrs. Loong Hing, 752 pictures.

Messrs. Tai Kwong & Co., pictures, and glassware.

Messrs. Sun Shing, 100 pieces blue cloth.

Mr. She Po Sham, ice cream throughout the period of the fet.

Mr. Tso Shue Sze, 4 cases sugar, 12 10s cream, 6 tins biscuits.

S.S. *Kwong Tung* and S.S. *Kwong Sai*, free passage for the Tin Yin theatrical troupe.

And numerous other articles from other patrons too many to enumerate.

Mr. Chin Mong Leong offered his cinematograph for 7 days free of charge, but on account of lack of accommodation the offer had to be declined.

CANTON OFFICIAL SUBSCRIPTIONS.

[From Our Own Correspondent.]

Canton, 7th July.

The subscription list among the Canton mandarin circle has brought in a pretty good sum of money towards the flood relief fund, including \$2,000 from the Provincial Treasurer, H.E. Wu Szein Lum.

CONTRIBUTIONS FROM FATSAN.

The collections from the people of Fatsan have, up to date, amounted to over \$5,000. FATSAN IS BETTER THAN CURE.

Central Relief Committee is earnestly considering means for the prevention of a similar calamity by a recurrence of the inundation in the future.

A PETITION.
The committee has forwarded a petition to the Viceroy requesting him to give instructions to the officials of the flooded districts to submit a report each with full particulars of the extent of damages to properties and embankments by the flood and also requesting him to lose no time in memorialising the Government in detail for a sum of money from the Imperial Treasury, sufficient for the necessary repairs of the dykes.

RAILWAY SERVICE STILL DISORGANISED.
The trains of the Fatsan-Samsui railway can now proceed as far as Samsui but from Samsui, upwards the road is still under water, and the traffic from Samsui to Samsui will not be resumed until another week.

DROWNING FATALITY.

CHINESE FIREMAN LOST HIS LIFE IN THE HARBOUR.

Within a few feet from the praya wall, quite near to the Harbour Office, and within sight of his friends, Chung Sin, a fireman, employed on board the Government fireboat, was drowned in the harbour last evening. Chung Sin, it appears, having come ashore early in the afternoon to visit friends, decided to swim back to the boat. He dived off the Wing Woo Street wharf and struck out boldly, but after covering a few feet seemed to be in difficulty. He called loudly for assistance, but before anyone could realise what was happening the unfortunate man sank. His body has not yet been recovered, although a search has been made. Deceased was a well-built man, and was about twenty-eight years of age.

VICE-ADMIRAL LAMTON AT SEOL.

On the 23rd ultimo Prince Ito gave a dinner at Seol in honour of Vice-Admiral Lamton, commanding the British squadron on the China station, who recently arrived at Champo on the *Albatross*. There were present Mr. Cockburn, the British Consul-General at Seol, Mr. Surubara and other high officials in the Residency-General, Mr. Li, the Korean Premier, Mr. Ming, Korean Minister for the Imperial Household, and Generals Okasaki, Muta, Murata, Iwasaki, and Akashi.

THE UNITED STATES.

THE FINANCIAL OUTLOOK.

Tokyo, July 2.

The distribution of dividends to the amount of \$10,000,000 at San Francisco and \$10,000,000 at Chicago yesterday marks the conclusion of the financial depression in America.

Thousands of workmen are now resuming work.—N. C. D. News.

It is reported that a new journal in the Chinese language is about to be started in Shanghai. As its pages are to be given up to the discussion of hygiene and cognate matters, to the consideration of which the Chinese, generally speaking, have not given hitherto the attention their importance demands, it is to be hoped that the new venture may prove to be successful.

H.E. WU TING-FANG, Chinese Minister in Washington, has reported to the Waiwupu that he has been informed by the State Department of the United States that it was at first expected that the Pacific Fleet would arrive in Amoy in August; but that, as the Fleet has to respond to the invitations of the Australian and Japanese Governments, it will not arrive in Amoy until October next.

SOMETHING like 500 cattle of rice which had disappeared from a godown at West Point did so very long ago was recovered by the police yesterday, and ten coolies were arrested for them. They were charged in the Police Court to-day, all of them denying the allegation. They stated that the rice they were charged with stealing was collected from the street. They were found guilty, and each man was sent to gaol for fourteen days.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

DEFENCES PROTECTION.
NO SKETCHING ALLOWED.

[By courtesy of the "Sheung Po".]

Peking, 7th July.

The Doyen of the Diplomatic Corps, in Peking, has, in reply to representations from the Waiwupu, stated that, in future, no foreign travellers in China will be permitted to make sketches of strategic points within the Empire.

The Chinese Foreign Office has also been informed that no foreign lawyers will be allowed to be engaged in purely Chinese cases.

REORGANIZATION OF THE NAVY.

A PATRIOTIC OFFER.

[By courtesy of the "Sheung Po".]

Peking, 7th July.

The Chinese settled in foreign possessions in the Southern seas have forwarded a telegram in which they offered to contribute fifteen million dollars towards the scheme for the reorganization of the Chinese Navy.

They urge that early steps may be taken to carry out the project.

DIRECTOR-GENERAL OF RAILWAYS.

EX-SHANGHAI TAOTAI APPOINTED.

[By courtesy of the "Sheung Po".]

Peking, 7th July.

Their Excellencies Yuan Shih-kai and Chang Chih-tung have jointly recommended Leung Yee-ho, ex-taotai of Shanghai, for appointment as director-general of railways throughout the Empire.

CONSTITUTIONAL GOVERNMENT.

MEMORIALS FROM NORTHERN VICEROYS.

[By courtesy of the "Sheung Po".]

Peking, 7th July.

Tuan Fang, Viceroy of Liangkang, and Chun Kwei Lung, Viceroy of Hukwang, have forwarded a joint memorial stating that they are in favour of the institution of a parliament for China at an early date.

The memorialists urge that the date should be made known as early as possible.

COMMISSIONER RECALLED.

[By courtesy of the "Sheung Po".]

Peking, 7th July.

Tat Sau, who had been commissioned to Japan to study constitutional government, has been recalled, and is expected to return on the 18th inst.

[Reuter's.]

Russia.

LONDON, 6th July.

The Duma has approved the Government's proposals for the establishment of Consulates-General at Harbin and Mukden; Consulates at Kijiro, Tsitsihar, and Daini, and a Vice-Consulate at Kwangchen.

A joint committee of the Council of the Empire and Duma have failed to reach an agreement on the vote for battleships, and the Government therefore applies a clause in the Constitution repealing last year's estimates which made provision for battleships.

Later.

Revolution in Paraguay.

A revolution has occurred in Paraguay where the Government was overthrown after severe fighting.

The minister took refuge in the Argentine Legation.

Oxford University.

The Trustees of the Oxford University Endowment Fund have approved the inauguration of a lectureship in the Japanese language and literature.

Widows' and Orphans' Fund.

PROPOSED TRANSFER TO GOVERNMENT.

MEETING OF CONTRIBUTORS.

Since the first publication in these columns of the voluminous correspondence between the Colonial Government and the Secretary of State for the Colonies, relating to the proposed transfer of the Widows' and Orphans' Fund to the Government, we have heard considerable dissatisfaction expressed in both branches of the Civil Service against the proposal of the 'Home Government' to absorb the fund into the general revenue of the Colony. How preposterous the arbitrary action dictated from Downing Street appears to be, a casual perusal of the official correspondence will have convinced even the most disinterested observer.

There is already a suggestion that a general meeting of contributors should be held to express their views and opinions on the Government proposal. We have sufficient confidence in the sense of justice and fairplay of his Excellency, to be assured that the Governor will accord the members of the Service an opportunity to record their individual protest against a proposed measure which is indefensible in equity and fairness.

In the constitution of the Legislative Council at present the Colony is fortunate in the possession of certain unofficial members who will fearlessly espouse a just cause. The deprivation from the members of the Government service of the control of the Fund which has been created by their thrift and sacrifice is just that cause for which our unofficial members—at any rate some of them—will be found willing to speak with outspokenness against the dictates of the Colonial Office.

MARINE COURT.

CARRYING AN EXCESS OF PASSENGERS.

In the Marine Court, this morning, before the Hon. Commander Basil Taylor, R.N., Harbour Master, Inspector A. C. Langley charged Chan Kam Hoi, master of the steam-launch *Wai Fung*, with unlawfully carrying 74 passengers in excess of the number allowed by his licence in the waters of the Colony at 9.30 p.m. on the 2nd inst. Defendant pleaded guilty to the charge. Mr. Hett appeared for the defendant. Inspector Edward Brown stated that at about 9.30 p.m. on the night of the 2nd inst. he went on board the *Wai Fung* opposite the Central Market. She was then crowded with passengers. Several of them called to the coxswain and told him that there were enough on board. Witness also warned him, but he allowed about twenty more to come on board. When the launch was under way, he counted the passengers for his own satisfaction. There were 182, with the exception of 10, who composed the crew. He did not count the engine-room staff. The launch was going to Yau-ma-tei at the time.

Mr. Hett, for the defence, stated that he went on board when there was an excess of passengers. There was no wind blowing that night. A fine of \$50 was imposed; or, in default, 6 weeks' hard labour.

NO LICENCE.

In the same Court, Isaac-vegar, Robert Sutton charged Kwik Su, master of an unlicensed cargo-boat, with unlawfully using his boat as a cargo-boat without having a licence as such on the 7th inst. in Victoria harbour. It was stated by the prosecutor that, at about 3.30 p.m. last night, he stopped defendant's boat off Waichai. He asked defendant for his licence, when one was produced which had expired three months ago. Defendant said he wanted to take out a licence, but that he had no money. He was fined \$1, or, in default, 14 days' hard labour.

Five boatmen and two boatmen were charged with using their cargo-boats as such without having a licence on the 7th inst. in Victoria harbour. One stated that he was not the owner, but only a *kok*. Another said that he had only bought the boat yesterday. The rest pleaded that they had no money to procure a licence with. With the exception of two—one discharged and the other remanded in custody—all were fined \$5 each, or (14 days' imprisonment.

Policeman G. Bird charged Ng Kan, with the same offence. Ng denied the charge. B. C. Bird stated that, at 6.30 a.m., yesterday, he took defendant's licence for the purpose of a previous case, and found it had expired. He was paying about for fine. Defendant's defence was, in effect, that he had no money with which to buy a licence. He was fined \$5, or 14 days' hard labour.

MAKING FAST TO STEAMER.

Eight men, masters of cargo-boats, had to answer a charge of making fast their cargo-boats to the s.s. *Carl Diederichsen* whilst under way in Victoria harbour yesterday. Mr. Daniel appeared for the defendants. Capt. James Kaiser, master of the s.s. *Carl Diederichsen*, stated that at 6 o'clock yesterday morning, on his arrival in harbour, he was going up to the Central Fairway to Siemens's buoy, and on getting close to it, found that the buoy had been removed. The cargo-boats came alongside about two minutes before he got up to the buoy. He then anchored in order to swing the ship round to another place. The cargo-boats were alongside before he dropped anchor. He towed them down west, when he picked up his anchor, as they would not let go.

Cross-examined by Mr. Daniel, prosecutor stated that, at 6.30 a.m. yesterday morning, he was in the Central Fairway, when he noticed the s.s. *Carl Diederichsen* with a number of cargo-boats alongside, taking in pipe from the ship. The ship was under way at the time. They all shoved off when they saw him. He took their licences.

Cross-examined by Mr. Daniel, witness said he could not swear that the individual boat was made fast to the ship. There may have been one which was not. They were each fined \$10, or one month's imprisonment.

CANTON DAY BY DAY.

PROMOTING NATIVE INDUSTRIES.

[From Our Own Correspondent.]

Canton, 6th July.

With the view of promoting native industries, the Canton Provincial Educational Commissioner has issued a proclamation in which he exhorts the students of the different colleges and schools, as well as Military and Naval students, throughout the province to wear clothing of native manufacture.

STAMP DUTY MONOPOLY.

With reference to the contemplated introduction of a stamp duty in Canton, the authorities have now received instructions from Peking to the effect that the levy of this duty should be conducted entirely by non-officials, so as to avoid the expenses of establishing a separate department, and that tenders be invited for the privilege of levying the duty which will thus assume the character of a monopoly.

BLACKMAIL.

A blackmailing letter has reached the offices of the Yueh-han Railway Company of the three provinces of Kwangtung, Hupeh and Hunan, in Yueh Cheung street, from robbers who demand a sum of \$8,000 to be paid to them within five days. The Company has reported the case to the officials enclosing the letter for their information.

RICE SALES.

The daily proceeds realised from the distribution of cheap rice in the four sheds during the days from the 1st day to the 4th day of the 6th moon were as follows:—

	East shed.	West shed.	Honam shed.	Wongsha shed.
1st	\$1,750	\$1,468	\$1,220	\$1,916
2nd	3,155	1,916	1,687	2,167
3rd	3,610	2,365	2,123	1,584
4th	2,749	2,111	1,345	1,430

7th July.

RAILWAY ACCIDENT.

On the 4th inst., a train proceeding to Patsan from Shek Wai Tong knocked down a man over sixty years of age, near Kong Piu. The unfortunate man was walking on the tracks without taking any notice of the approaching train. He was killed almost instantaneously.

MARKET PLACE RIOT UP.

A letter from Weichow states that, on the 4th inst., a case of robbery of a serious nature took place in the Lam Tong market. A gang of about two hundred robbers entered the market place at 4 p.m. on that day and ransacked the shops. The market guards offered vigorous resistance, but they were overpowered by the robbers who were in greater numbers, with the result that thirty-six persons in all were killed, by the robbers including the whole family of the officer in charge of the market guards. The officials of the locality have despatched a special message to the Canton authorities, asking for a detachment of troops to be sent there for the apprehension of the robbers.

PLAGUE.

In the eastern suburb of Canton several cases of plague are reported to have occurred during the last few days. The people of that quarter have for the last two days held a procession which paraded the streets with the view of propitiating the gods.

THE DEUTSCH ASIATISCHE BANK.

THE NEW HANKOW BUILDING.

The *Hanow Daily News*, of 29th ult., says: The handsome new building of the Deutsch Asiatische Bank on the German Bund was the scene yesterday morning of an interesting ceremony when the premises were formally opened. Mr. Mrow, the popular agent, received the guests in the room, which to-day will form the main office of the Bank, and when shortly after noon a large and representative crowd had assembled the opening ceremony commenced. Mr. Lothar Marks, in a few well chosen words wished the bank every prosperity, in which he said he was joined by the designer of the building, Mr. Becker, of Shanghai, who was unable to be present. He then handed the key of the building to Mr. Mrow.

Mr. Mrow replied thanking Mr. Marks and everybody who had assisted in the erection of the fine building which the Deutsch Asiatische Bank was about to occupy. He also thanked all those present for their good wishes and drank a toast to the welfare of the foreign community in general.

Consul von Lohneysen then addressed a few words to the community assembled. He congratulated the Bank on the fine building which it had erected, and which was the result of many years' hard work and a happy, forward sign of the Bank's prosperity.

He then gave an outline of the Bank's progress during recent years and stated that a position had been achieved, which could only have been accomplished by hard and steadfast work, and which was a sign of the commercial prosperity of the port. Finally he proposed the health of the Kaiser, "the mighty promoter of peace and commerce," a toast which was drunk heartily by all present.

Refreshments were then served and after these had been done justice to, the company adjourned on a tour of inspection of the premises, which reflect great credit on their designer, Mr. Becker, and on Messrs. Lothar Marks and Busch who carried out the plans.

THE MIYU BISHI DOCKYARD AND CHINA.

The *Japan Chronicle* says:—Mr. Shoda, President of the Miyu Bishi Dockyard and Engine Works at Nagasaki, returned to Nagasaki on the 19th ultimo, from a tour in China undertaken in April last. The object of his visit to China, we are informed, was to study the prospects of business for the Miyu Bishi Dockyard and Engine Works. It is reported that he has secured a contract for the construction of three warships to form part of the new Chinese Navy.

RUSSIA IN THE FAR EAST.

NEW SHIPPING SUBSIDIES.

Tokyo, June 29.

The Duma has passed a proposal giving a subsidy of over Rs. 6,000,000 to a line of steamers running between Vladivostok, Japan, Korea and China for eleven years.

A subsidy of Rs. 750,000 has been given to the Vladivostok-Nicolaisk line for one year.

—N. C. D. News.

SENSATIONAL FINISH OF DERBY WEEK.

ROYAL CONGRATULATIONS TO THE LUCKY OWNER.

An epoch-making Derby Week closed yesterday (June 5) with another epoch—the gallant, beautiful Signorinetta, won the Oaks, and so won undying fame and a niche in the Valhalla of the Turf.

Wonderful luck favoured the Chevalier Giustrelli's little mare. When she won the Derby on Wednesday she drew No. 13 in the ballot for places. No. 13 fell to her lot again yesterday. Then she had a rival in Mr. Croker's Rhodora—a rival who was the apple of the eye of all the knowing ones at Epsom. Rhodora fell in a nasty mix-up with French Partridge, over the brow of the hill beyond Tattenham Corner; and for the rest of the way the Chevalier's darling did what she liked with the other fillies, and simply romped home.

LADIES' DAY.

It was a dainty day altogether—Ladies' Day. From the royal box King Edward and the Prince of Wales looked down upon a pretty, select picture. Ladies in their finest frothy throated, as ladies always do on Oaks Day. Compared with Wednesday the crowd was nothing. Even the sunshine was moderate, with a cool, sweet breeze whispering across the Downs, and an air almost languid over all. Hushed were the loud hosannas of the book-makers; kid gloves were on their hands, and obliging in their voices. With the exception, perhaps of the Oaks the racing was rather dull; but nobody else was. The boxes in the grand stand were as gay as flower gardens; the paddock was a dream of fair women, cavaliered by brave men. In a word, everything was pretty.

Not until the great race of the day did the graceful languidity of the population on the Downs shake itself into real interest and excitement. The tinkle of innumerable teacups and the very elegant music of iced champagne and enclosure chatter ceased when the bell rang for the historic race, and the fillies frisked by with graceful action and proud mien, observed of all observers. For the first time everybody had a good look at Signorinetta. She well repaid it: she was lovely. There was a rumour that the severe grunting of Derby Day had left its traces upon her. She was sore, she was tender, she was this, that, and the other. But she gave no sign of it. The whisper of trouble grew and grew. The ring made "Boss" Croker's Rhodora favourite; but out of sheer sentiment, the tribute of a lot of money "on" went out to the Chevalier's pretty, proud little lady.

"THE FAVOURITE DOWN."

There was no glimmer—none of the usual contrariness at the start. It was a perfect jump away, and everything went well, and at a rare pace until just over the hill by the Bushes, with the favourite going easily just behind French Partridge and the Boss's Colours (Yale blue) showing well up against the blue horizon. Then, suddenly, there was a cataclysm, the Yale blue vanished completely, and a sharp cry rang out—"The favourite's down!" It was so, in a swoon out of the rack of horses French Partridge fell, tossing her jockey clear, and as she lay on her back with her legs in the air, Rhodora tried to jump over her, bungled the business, and fell also. Down the hill the rest of the fillies raced like rockets, the twinkling legs of Signorinetta carried her through them all; and so, with nothing to fear, and with a lot in hand, she flashed by the winning post as easy a victor as you could imagine!

Far behind, racing neck-and-neck, came the two horses who had fallen on the hill—riderless but racing still!

ROYAL CONGRATULATIONS.

No amezed silence greeted Signorinetta's second victory, and, as the old Chevalier came out to lead her in once more, even the ranks of Tuscany (who had plucked on Rhodora) could scarce forbear to cheer. The Chevalier fed the filly with lump sugar—(more cheers)—and as he was moving away to mingle with the crowd, a royal messenger tapped him on the arm. "Sir," he said, "the King would like to speak to you."

So Chevalier Giustrelli was ushered up into the royal box, and the rivals in the race for the Blue Ribband—King and Chevalier—stood face to face and hand-in-hand. His Majesty led the Italian forward, and, patting him kindly on the shoulder, introduced him in dumb show to the delighted crowd cheering wildly below. 'Twas a proud moment for the Chevalier, and he bowed and bowed again, hand on heart, whilst everybody laughed and cheered and cheered again for the King, the Chevalier, and, lastly and long and enthusiastically, for Signorinetta, the heroine, in excelsis, of the Derby week of this year of grace nineteen hundred and eight.

THE CHEVALIER'S DELIGHT.

For quite a long time the King and the Chevalier chatted amicably together—the Chevalier, all smiles and ardent gesticulation, the King all attention at beariest (no doubt) of the merits of the sublime little mare. Then came introductions to the Prince of Wales and to the ladies in the royal box; and then the Chevalier, mightily delighted, bowed himself out and became an atom in the crowd once more.

So, with the best of good feeling and good fellowship, another centenary was celebrated; and it ended on a historic Derby, which will be talked about and marvelled over long after we and pretty Signorinetta are dust.—*Morning Leader*.

To-day's

Advertisements.

HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the Season will be held at Happy Valley, on SATURDAY, 11th July, 1908, commencing at 4 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price. The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER, Hon. Sec. and Treasurer.

Hongkong, 8th July, 1908. [647]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 8th July, 1908. [648]

CHRISTIAN WORK IN CHINA.

A QUEEN'S COLLEGE MASTER'S CORRECT VIEWS.

That Christian missions in China have been a failure up to date is the opinion expressed by Mr. R. E. O. Bird, of Queen's College, Hongkong, who was a recent passenger by the steamer *Montezuma* for the Orient. Mr. Bird has spent a number of years in Hongkong as a teacher in Queen's College, and has now returned to his work after spending one year in England on vacation. He has a reasonably high opinion of the Chinese people, recognising their great virtues as well as their defects. "There are a great many mission schools in Hongkong," he is reported to have said, after telling of the work of Queen's College, "and they are doing a good educational work. So far as converting the Chinese people to Christianity is concerned, however, it must be admitted by all that the work is, so far as it has gone, a failure. No one claims ever to have done any successful work among the higher class of Chinese people. It is impossible for representatives of the Christian Churches even to secure a hearing among this class. All the work has been done among the coolies, the lowest of the Chinese."

Even among these people the results secured are lamentably small and apparently inadequate. The missionaries are satisfied, however, and state that they are working for the future.

Queen's College is the only institution in Hongkong which teaches English without giving religious instruction. There are 1,400 boys in the institution, which is the limit. Each year a large number are turned away. One-half the cost of the school is borne by the British Government and one-half by the fees paid by the students. These contribute from \$5 to \$5.50 per month according to the grade. Students are in age from 15 to 25, a large proportion of the older students being married. We do not find the Chinese as bright as the Japanese, nor as quick, but they are very hard workers and are ready to study for fourteen hours a day. They take no exercise and play no games of any kind. None of them have ever played at any game, such as cricket or football. Their desire to learn English is prompted by the fact that those who speak the language are much more likely to secure employment under the Government and sure to secure better wages in any case. About fifty of the students were taken last year to work for the Government, being sent first to the National University, to study various branches. The staff of Queen's College embraces thirty people, twenty of whom are Chinese. The latter do all the elementary work, and higher work is done by English teachers.—*Japan Chronicle*.

THE OPIUM CRUSADE.

DEPORTATION FROM MANILA.

The *Manila Times*, of 1st inst., says:—Some weeks ago a petition, signed by the leading Chinese merchants of Manila, was presented to the Governor-General, praying that some action be taken with a view of providing a legal means by which undesirable Chinese persons might be deported. In the petition it was set forth that the presence here in these islands of an undesirable class of Chinese persons constituted a real menace to the honest, law-abiding Chinese.

Although no remedial action was taken by the Legislature before its adjournment towards providing a legal means for deporting these undesirable, it appears that so far as those undesirable may be opium fiends, there is sufficient remedy in the provisions of the opium law, enacted last October. For second offences under the opium law, deportation is provided for.

To date two Chinamen have been sentenced to deportation by the courts—one in Manila and one in Manila, and with some seven or eight hundred Chinamen already convicted for first offences, it is quite likely that unless a good many reforms are made a large number will be caught and convicted of second offences in the near future, which means that more deportations may be expected. Practically all of the better class Chinese residents have succeeded in breaking off the opium habit and are doing all they can to assist their less fortunate countrymen, so that it is practically the undesirable only who are now in danger of being deported under the opium law.

Intimations.

SPECIAL BARGAINS!

OFFERED IN SOME

FIRST CLASS PIANOS.

TO CLEAR ORDINARY PRICE.

Rachals - - \$565 \$700

" - - 535 650

" - - 410 500

Collard - - 580 700

Steinweg - 540 650

Hopkinson - 430 550

Haake - - 395 500

Bretschneider 340 450

FULLY GUARANTEED.

CASH or CREDIT SYSTEM.

ROBINSON PIANO CO. LTD.

HONGKONG, 18th June, 1908. [13]

KOWLOON HOTEL.

"We Lead and Others Follow."

Over 150 guests that dined in this hotel

ON SATURDAY NIGHT. ONE and ALL

PRONOUNCED the Menu to be the best ever served in the COLONY.

FULL MOON BAND ON

SATURDAY NEXT, the 11th inst. at 8 P.M.

SPECIAL MENU

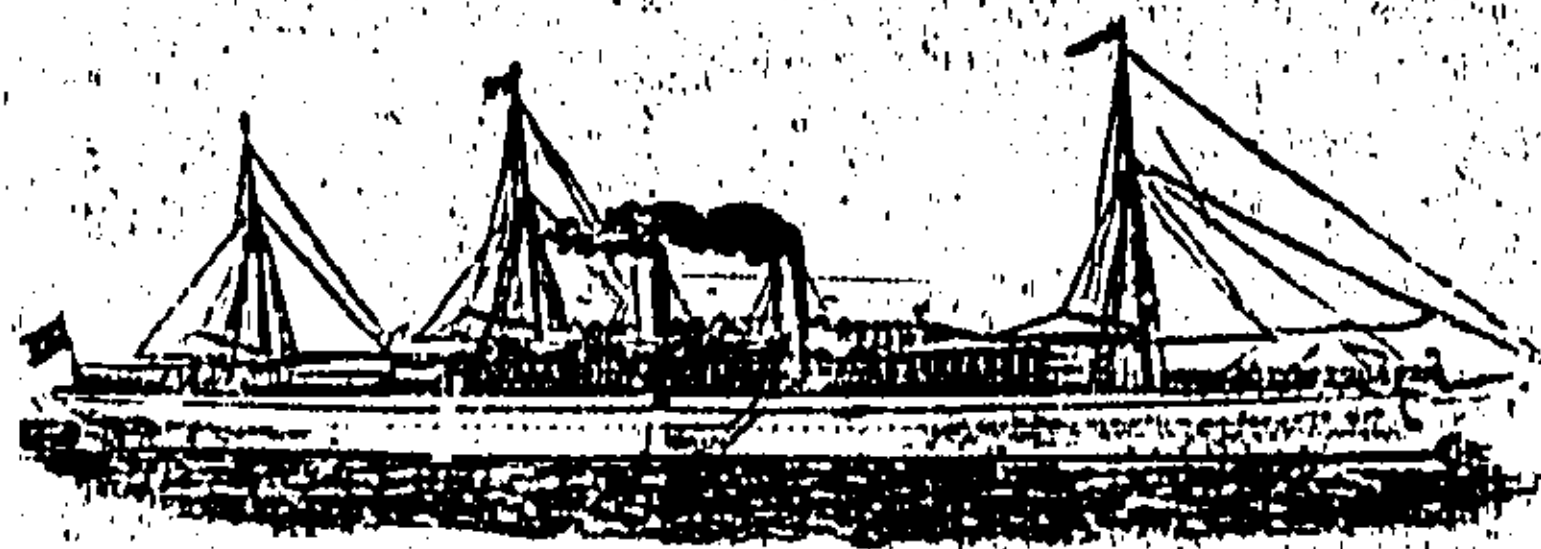
BY OUR NEW CHEF. INDIAN CURRIES.

To avoid dissatisfaction, please reserve seats beforehand.

O. E. OWEN, Proprietor.

Hongkong, 6th July, 1908.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"MONTEAGLE" 6,163	SATURDAY, July 11th Aug. 4th
"EMPRESS OF CHINA" 6,000	SATURDAY, July 25th Aug. 15th
"GLENFARG" 3,700	SATURDAY, Aug. 8th Sept. 6th
"EMPRESS OF INDIA" 6,000	SATURDAY, Aug. 15th Sept. 5th
"EMPRESS OF JAPAN" 6,000	SATURDAY, Sept. 5th Sept. 25th
"LENNOX" 3,700	FRIDAY, Sept. 11th Oct. 17th
"EMPRESS OF CHINA" 6,000	SATURDAY, Sept. 26th Oct. 17th

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, " £40. " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.
R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
W. CRADDOCK, General Traffic Agent for China, &c.,
Corner Piddar Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
MANILA	YUEN-SANG	FRIDAY, 10th July, 4 P.M.
SHANGHAI	KWONG-SANG	SATURDAY, 11th July, Noon.
TIENSIN	CHEN-SHING	SATURDAY, 11th July, Noon.
SHANGHAI	HAN-SANG	WEDNESDAY, 15th July, Noon.
SHANGHAI, YOKOHAMA, KOBE & MOI	KUTSANG	WEDNESDAY, 15th July, Noon.
MANILA	LOONG-SANG	FRIDAY, 17th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	NAM-SANG	SATURDAY, 18th July, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 21 DAYS.

The steamers *Kutang*, *Namsang* and *Fooking* leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61, Hongkong, 8th July, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

AMOV, CHEFOO & NEWCHWANG	"KWEIYANG"	10th July	4 P.M.
HOIHOW & HAIPHONG	"HUPEH"	10th "	8 A.M.
SHANGHAI	"SHAOHANG"	11th "	4 P.M.
JAVA	"FORESTDALE"	14th "	Noon.
MANILA	"TEAM"	14th "	4 P.M.
CHEFOO & TIENSIN	"HUICHOW"	14th "	"
CEBO & ILOILO	"SUNGKIANG"	15th "	"
MANILA, ZAMBOANGA, THURSDAY ISLAND & other AUSTRALIAN PORTS	"TAIYUAN"	3rd Aug.	"

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th July, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	3540	R. Rodger	MANILA	SATURDAY, 11th July, at Noon.
RUBI	3540	Almond	"	SATURDAY, 18th July, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 4th July, 1908.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "MALTA."

Captain R. A. Peters, carrying His Majesty's Mail, will be despatched from this office for BOMBAY, &c., on SATURDAY, the 11th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 8,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all-Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia*, due in London on 23rd August, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 29th June, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, With Liberty to Call at Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SURUGA" 18th July.

For Freight and further Particulars, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 17th June, 1908.

NORTHERN PACIFIC LINE.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOI, KOBE AND YOKOHAMA.

For Freight or Passage, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings, Hongkong, 2nd July, 1908.

Steamer	Tons	Captain	Sailing
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<i>Sueria</i>	6,332	Shotton	19th July
<i>Kumera</i>	6,332	Cowling	19th Aug.
<i>Shawmut</i>	9,600	Roberts	12th Sept.
<i>Tremont</i>	9,600	Garlick	6th Oct.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure headroom and electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

* Storage Passengers only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings, Hongkong, 2nd July, 1908.

Steamer	Tons	Captain	Sailing
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<i>Sueria</i>	6,332	Shotton	19th July
<i>Kumera</i>	6,332	Cowling	19th Aug.
<i>Shawmut</i>	9,600	Roberts	12th Sept.
<i>Tremont</i>	9,600	Garlick	6th Oct.

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1.75 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

SHIP ON S.S. CO., LD.,

No. 5, Queen's Road West.

Hongkong, 2nd July, 1908.

Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI."

Captain Pedone, will be despatched as above on FRIDAY, the 10th instant, at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 7th July, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship "HAIMUN."

Captain Robson, will be despatched for the above Ports, on FRIDAY, the 10th instant, at 3 o'clock P.M.

A reduction of 20% on First Class Fares to Fochow, will be made during the Months of July, August and September.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 6th July, 1908.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship "CARNARVONSHIRE"

will be despatched for the above Ports on or about the 13th July, 1908.

For Freight and further Particulars, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 8th July, 1908.

FOR VLADIVOSTOK.

THE Steamship "ORANGE BRANCH."

Captain MacClelland, will be despatched for the above port on or about the 15th July, 1908.

For Freight and further particulars, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 3rd July, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE."

Captain Helms, will be despatched as above on TUESDAY, the 21st July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1908.

For Sale.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGGE (TASTELESS) FORM.

A BROKEN-DOWN SYSTEM, This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down of the vital force that sustains the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same; the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what is absolutely essential to the restoration of the system is a course of VITAL STRENGTH & ENERGY.

It throws off these morbid feelings, and expels from the system everything that has proved to be for this widespread and dangerous class of human ailments.

THE NEW FRENCH REMEDY THERAPION NO. 3

is a combination of two powerful, but entirely harmless, vegetable and mineral substances, which are suitable for all constitutions and conditions, and which, when taken in accordance with the directions accompanying it, will not only restore the system, but will also be found to be a most valuable remedy in all cases of indigestion, nervousness, and general debility.

THE EXPIRING LAMP OF LIFE

is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down of the vital force that sustains the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same; the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what is absolutely essential to the restoration of the system is a course of VITAL STRENGTH & ENERGY.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 4th July, 1908, per 5 Mds.

BUTCHER MEAT Cents.

Beef, sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chaung

" Tongue fresh—Ngau Li

" Tongue fresh—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chai-tau-keok

" Mutton Chop—Yeung Pai Kwat

" Leg—Yeung Pai

" Shoulder—Yeung Shau

" Pigs' Chittlings—Chi cheong

" Brains—Chi Keok

" Feet—Chi Keok

" Fry—Chi Chak

" Head—Chi Tai

" Heart—Chi Sum

